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Avenger EDI Rolls Out at LEAD

By LEAD PAO



COL Charles (Chuck) Worshim, PM, CMDS presents COL Stephen Ledbetter with a certificate of appreciation during the Avenger EDI Ceremony.

On March 14, 2018, COL Stephen Ledbetter hosted the Avenger European Deterrence Initiative (EDI) Ceremony alongside COL Charles (Chuck) Worshim, Program Manager for the Cruise Missile Defense System (CMDS) and COL Greg Brady, Division Chief, HQDA G-3/5/7.

Sixteen months ago, the Department of the Army tasked LEAD to salvage, restore and overhaul two battalions containing 72 Avenger Air Defense Systems by the middle of 2018 in support of the EDI. These vehicles had previously been turned into LEAD, stripped for parts, exposed to all elements and left in what became known as "the boneyard."

Utilizing Avenger's serge capacity, LEAD increased its Avenger footprint and its artisans in preparation for the sizable workload. With support from the Army Materiel Command (AMC), Army Aviation and Missile Command (AMCOM), the Defense Logistics Agency and the Program Executive Office Missiles and Space (PEO M&S), LEAD has kept this effort on schedule and on target since day one and continues on that path moving forward.

To date, the LEAD workforce has completed 42 of the 72 systems, as well as 6 of the 12 maintenance shelters. One battalion's worth of equipment is currently in route to Europe.

COL Ledbetter credited his team for their passion and dedication by saying, "For over 75 years the highly skilled workforce of Letterkenny Army Depot has proven their worth as part of our Nations insurance policy, which is known as the Organic Industrial Base."

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WHAT'S INSIDE...



20 Launchers in 20 Days



Buffalo POR Program is Underway



Deputy Fire Chief conducts fire investigation for AMC

Deputy Chief Rick Juday, Fire and Emergency Services



Deputy Chief Rick Juday of Letterkenny Fire and Emergency Services was ordered to Pueblo Chemical Depot in Pueblo, CO to conduct an investigation for the Army Materiel Command (AMC) to determine the origin and cause of a fire that occurred on 24 March 2018. The fire destroyed over 135,000 square feet of three structures and spread to the surrounding wildland areas.

Juday received his Fire Investigator training through the University of Maryland Fire and Rescue Institute and certification through the International Fire Service Accreditation Congress and Pro Board Accreditation, and is one of only a few in AMC that holds these certifications.

Hellfire Launchers Repaired in Record Time

By Hannah Diehl, DOPS

In February of this year Letterkenny received a request to ship unserviceable Hellfire Launchers to another repair facility. The Army was critically short and some decision makers didn't think the depot would be able to respond rapidly. However, due to Letterkenny's track record on other programs; the customer, our Headquarters and the Pentagon took a chance and kept the work here at Letterkenny. The Hellfire launches an air-to-surface missile precision strike weapon. It is often seen in videos capturing high-profile targets operating terrorist cells in remote areas. The Hellfire can be launched from multiple platforms including both rotary and fixed-wing aircraft.

As an Air Defense Missile system, it is part of Letterkenny's core capability. Winning this workload would prove the depot's relevance, flexibility and capability; but the "win" wouldn't be easy. The average repair cycle time for an overhaul program is sixty days. The system has been in service since 1984. The supply chain for the system was not universally provisioned and material availability had been an issue on past programs.

The mission the joint team of DOPS, DIO, DPA and DS&T received was to reset twenty M299 Hellfire launchers in less than thirty days. Undaunted, our Hellfire team rose to the task. Not only would they meet the aggressive timeline; but they exceeded the customer's expectations despite the limited resources.

The team utilized in house capabilities to repair the wiring harnesses and assemblies that we would have otherwise had to procure. These same rails and wiring harnesses are AMCOM's largest open backorders. Inside a two week time period the production and production control team was able to negotiate the program details, fund the program, write a reset SOW, and induct all the assets on 1 March 2018. Within two days the team had all twenty assets through disassembly and into the various repair sequences.

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Additionally, Ledbetter acknowledged the most challenging part of this program was that its supply chain came from “the boneyard.”

The AN/TPQ-47 Avenger is a lightweight, turreted short range air defense system mounted on an M1097 High Mobility Multi-purpose Wheeled Vehicle (HMMWV). Manned by a crew of two (team chief and gunner), Avenger fires up to 8 Stinger missiles mounted in two launcher pods which are effective against cruise missiles, unmanned aircraft systems, fixed and rotary wing aircraft (i.e., planes/jet aircraft and helicopters). It is equipped with a Forward Looking Infrared Receiver (FLIR) which allows the gunner to track and engage targets day or night and in adverse weather.

An Identification Friend or Foe subsystem aids the gunner in identifying friendly aircraft to



The Avenger EDI Program is a joint collaborative effort between AMC, AMCOM, PEO M&S, CMDS and LEAD.

preclude accidental engagement. A very high rate of fire M3P .50 caliber machine gun provides the system with a ground defense capability. The gunner can remotely operate the system from as far as 50 meters away, allowing him to engage aircraft from a foxhole. Target location data is provided to the system as early warning through the Forward Area Air Defense Command and Control System (FAAD C2). Boeing is the prime contractor for the system.

FY18 Audit Season is Underway

By Amber Doyle, Internal Review/Acting IG

Letterkenny was visited the week of 12-15 February after the FY18 kickoff of the DoD Full Financial Statement Audit. KPMG is the independent audit team selected to audit the DoD financial statements for the next three years. The entire enterprise has been in an Audit Readiness has been preparing for this event for nearly two years.

The depot hosted 18 KPMG Auditors, along with 21 visitors from our Commands (DODIG, FM&C, AMC and AMCOM). The purpose of their visit was to perform walkthroughs to gain an understanding of the Army's procedures, policies and internal controls for identifying and recording the financial transactions.

The main events included Procurement, Revenue, Inventory, Property, Plant & Equipment and Civilian Payroll. The majority of our LEAD's directorates were involved throughout the week. (Supply and Transportation, Operations, Planning and Support, Public Works, Resource Management and Information Management). LEAD can expect heavy testing sometime after April. Notices of findings and recommendations will be issued so root causes can be identified and corrective actions can be implemented.

A final report from KPMG at an enterprise level is expected to occur in December 2018. This process will be a continuing cycle every year.



What's-a-WIPSA?

By Gregg Mellott, DOPS

WHAT – “WIPSA” is the acronym used here at LEAD for the term Work In Process Staging Area. Referring to a location used to stage any and all work to be completed in the Annex support facility. Work is staged in this building until capacity in work centers becomes available for processing Production Orders.

WHERE - It is in fact Building 343, a smallish building just north of the Annex outside of Building 350.

WHEN – On September 16, 2017 all existing work was removed from the annex, brought out to WIPSA, logged into a database, and staged for processing. On Monday September 18th the new process began.

WHO- WIPSA involves anyone on the depot sending work into the Annex. Success depends on DIO, DOPS, and QC, working together as a team. Engineering, DOIM, DPW, DS&T, and DRM have all played key roles in the accomplishments of WIPSA.

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BEFORE



WHY – There are 35 different work centers (WC) in the annex.

These WC's support almost every project at LEAD.

All of the projects have different machining requirements as well as requirement dates for materials coming into the Annex. Pre-WIPSA, trying to complete all work on time was simply overwhelming. The Annex supervisors were doing a terrific job but always out on the shop floor trying to locate the "Hottest jobs", which may or may not have been a true production line-stopper. Production Controllers were making trips to the annex locating jobs and "pushing" them into overloaded WC's trying to get their orders processed. This left some jobs go untouched for weeks before being started. A decision was made to work all requirements in order based on requirement dates in the LMP system. This changed the way LEAD Production Controllers initiated Production Orders. Referred to as a "perfect order", any order delivered to the annex needed to have current acceptable dates and good routes prior to being worked. Shops could no longer deliver work directly to machines jumping ahead of other scheduled work. The onset was a struggle but thanks to the production shop floor personnel, it soon became almost second nature to deliver work to WIPSA so it could be processed.

HOW – Production Order data is pulled twice per week from LMP, separated by WC's and given a critical ratio ranking based on date and hourly requirements of work to be performed. By the way, a big shout-out to Annex personnel for confirming their work in CAMS, without these confirmations the critical ratio process would not work!! Work is sent into work centers in 2-3 day increments using queue areas and yes, magnets showing

existing workload the WIPSA team can determine when work is needed in any work center. The WIPSA team stages work in the WIPSA building to prepare the next lot of work to be sent in.

RESULTS – Here are some numbers to ponder... At any given time there are roughly 1200 production orders in process in the Annex. The orders consist of over 40,000 individual pieces or parts. Since September 16th over 2500 routes have been fixed. Most of these had wrong work centers, some required changes to standards. This data affects scheduling and man-power requirements. On October 2, 2017, the Annex had 21,914 hours of backlog. The latest data pull, on April 2, 2018, backlog has been reduced to 11,441 hours. Looking only at completed operations, the three months Prior to WIPSA, operations were confirmed 13.2 days late. In December confirmed operations were averaging 13 days late, mainly because the first 3 months of WIPSA we had been completing old orders and we are still working some of these. Looking at January, February and March confirmations, we are now confirming operations on average 4 days earlier than scheduled. WIPSA personnel are still working to improve our processes and learning every day. Production Orders are stored directly into ASRS when completed, keeping LMP relevant to production. We appreciate your patience and hope to see even more improvements in the future.



AFTER



Buffalo POR Starts with a Success

By Jonathan Brindle

In February 2017 employees at LEAD started an endeavor that seemed almost impossible. When Anthony Perry and his team started the Buffalo POR Program it was an uphill battle. The program encounter numerous obstacles to include supply chain and contracts. The largest of these obstacles being the unknown condition of the hulls to be worked. As we inducted and worked the first of these hulls the team found numerous cracks in the hull. One of these assets had a total of over 40 cracks. The cracks had to be repaired within a timely manner and we had to identify a way to find this type of damage prior to the trucks entering Bryan Cramer's weld shop.

What could be done? After weeks of thought and working through possible ideas it was time to reach out to our counterparts here at LEMC. LEMC has the capability to X-RAY the Buffalo hulls. With their assistance these trucks are now x-rayed and damages are identified prior to the trucks ever reaching the weld annex in 350. Why is this so important?

Even though the X-Ray process added a step to the repair cycle, it has proven to be a massive benefit and time



saver. Prior to this process it would take the personnel in weld and disassembly hours to identify cracks. Some of these

cracks where not visible to the eye as they were under the initial layer of metal. The x-ray process has eliminated any possibility of these cracks not being identified, as the non-destructive testing can only see the top layer of metal as where the x-ray can penetrate the entire hull.

Among other problems such as parts and personnel shortages Anthony Perry and the Buffalo team has still managed to succeed when it mattered the most. Over the last few months the team has completed and finalized the Buffalo SWAP program, completed two vehicles for robotics testing, repaired two vehicles that were found to be damaged in the field by owning units, and finished the first two Buffalo Program of Record vehicles in October of 2017.

This strikes a victory in the Route Clearance Division as these two assets have already left the Depot to be directly fielded to units. At the end of the day the Buffalo Team and RCV Division continue to show dedication to overall success of this vital mission to supply soldiers with quality equipment thus enabling them to continue the fight.

ON THIS DAY



March 1, 1961—President John F. Kennedy established the Peace Corps

March 10, 1862—The first issue of U.S. government paper money began circulation

April 4, 1887—Susanna M. Salter because the first U.S. female mayor of Argonia, Kansas

April 6, 1917—The United States entered World War I In Europe

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Two members of the Redstone Reset Team visited Letterkenny in the beginning days of repair and were impressed with the capabilities of the team and the work they were doing. On 23 March 2018 the last asset was completed and delivered to DS&T. This program is unique in the way the mission was received but it is just another testament among many, to Letterkenny's proven value and dedication to excellence that the Army relies on.



FROM THE DIRECTORATE OF EMERGENCY SERVICES...

LEAD CONFIDENTIAL TIP HOTLINE



**DON'T LET THE EMPLOYEE THAT IS
A DANGER OR CAUSING LOSS TO
THE DEPOT GET AWAY WITH IT.**



**DO YOU WANT
TO WORK WITH
THIS GUY ?**



**IT COULD BE YOUR LIFE OR YOUR
JOB THAT'S LOST, NOT THEIRS.**



**SEE SOMETHING SAY SOMETHING. REPORT
IT TO THE DEPOT POLICE DIVISION**



CALL **267-5700** AND GIVE THE INFORMATION

**Are you going TDY, on deployment
or on extended leave?**

**Save your network
account...**

**Contact DOIM 7-8000 to have your
account put in the SAFE ZONE!**